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The Gaelic brought an answer to recommendation made by Collector Stackable on July 31 of this year.

Thirteen new men will be taken on, and the salaries of several officials will be increased. The following changes have been ordered: Two extra day and two night inspectors at regular salaries. One additional examiner at \$2000 a year. One assistant clerk in the liquidating department at a salary of \$1400 a year. After six months of satisfactory service this is to be increased to \$1600. One additional appraiser's clerk at \$1200 a year. Two samplers and verifiers at \$900 a year. Three laborers at \$480 a year. The position of outside deputy collector has been abolished, and at the head of the outside force has been placed an inspector in charge at \$4 a day. M. J. Scallon has obtained this position. A. W. Nowell and John W. Short have had their salaries raised to \$1600 and \$1800 a year respectively, and if they by the first of January have thoroughly mastered their work, their salaries will be raised to \$1800 and \$2000 a year. J. K. Brown, Jr., entry clerk, and R. L. Baures, bond clerk, have had an increase in salary from \$1500 to \$1800 a year each. The place of chief examiner at a salary of \$2400 a year is now vacant. The salary of D. L. Beringer, examiner, has been increased from \$1200 to \$1600 a year.

Sugar Fleet Due.

A large fleet of sugar vessels is daily expected to arrive at San Francisco from Hawaii, the list of vessels due including the bark Martha Davis, out twenty-nine days, and the bark Annie Johnson, out twenty-six days, both from Hilo; the bark Charles R. Kenney, out thirty-three days, the barkentine S. N. Castle, thirty days; the bark R. P. Rithet, twenty-five days; the schooner W. H. Marston, twenty-four days; schooner Aloha, twenty-three days; bark Oregon, nineteen days; the barkentine Irmgard, eighteen days, and the barkentine S. G. Wilder, out eighteen days, all from Honolulu. Deep-sea overdues include the British ship Harlech Castle, out 171 days from Antwerp; the French bark Colonel de V. Mareuil, 163 days from Swansea; the British ship Lord Templetton, seventy-two days, and the American ship John Ena, sixty-nine days from Newcastle, New South Wales, and the Italian ship Francesco Ciampi, 173 days, the British ship Thalatta, the French bark La Bruyere, 156 days, and the British ship Armida, out 148 days from Newcastle, England.—Chronicle, Aug. 27.

Officer Beaten and Robbed.

Chief Officer Burrows of the steamship Gaelic was beaten at the corner of Turk and Jones streets, San Francisco, August 22, supposedly by strikers. He was rendered unconscious and for sometime was believed to have been seriously injured. He made a long statement to the police. He told Detective Tom Gibson that he had had "four or five beers" and had been in two or three saloons on his way home from visiting friends, but did not believe he was drunk. He said that he thought his assailants, two young men, were strikers, as they had not robbed him of his watch and chain, rings nor gold studs and cuff buttons, although they had ample time. He believes they took \$1.50 and a valise containing a pistol and suit of pajamas. He says that in his opinion he was recognized as an officer of the Gaelic, which was discharging with the aid of non-union men. Burrows was not badly hurt.

Overdue Vessels.

Following is the list of overdue vessels at Pacific Coast and island ports on Aug. 23:

Chilean ship Antoinette, Chemainus for Antofagasta, 93 days; British bark Battle Abbey, Honolulu for Port Townsend, 35; British ship Harlech Castle, Antwerp for San Francisco, 108; British bark Clydesdale, Junin for San Francisco, 83; Italian ship Francesco Clampa, Newcastle, England, for San Francisco, 169; British ship Manydown, Swansea for San Francisco, 167; brig Blakeley, Seattle for Nome, 99; schooner Enterprise, Coos Bay for Nome, 99; schooner Mildred, Ballard for Hilo, 45; schooner Parkersburg, San Francisco for Coquille River, 26; schooner Sadie, San Pedro for Williams, 27; schooner William Renton, Tacoma for St. Michael, 77; schooner Wing and Wing, San Francisco for Siuslaw, 26.

Growth in the Size of Ships.

The growth in the size of ships became most marked in the closing years of the century. Ten years ago there was not afloat a single vessel of 10,000 tons; in 1901 there will be twenty-five. In 1892 there were launched in the United Kingdom thirty-seven steamers of over 4000 tons; in 1900 no fewer than 125 were built. Of the new steamers of over 10,000 tons to be born in the first year of the new century five will be over 18,000 tons each. Who can place a limit on what the new century may see? It is stated by a well-known shipbuilder that he is ready even now to build a steamer of 50,000 tons if desired. As far as material is concerned the thing is quite practicable, though it may be questioned if it is desirable to place such enormous risks on one bottom. But before further increasing the size of ocean carriers the problem to be solved is how to increase speed without increasing the consumption of coal.

King Edward's New Yacht.

The new royal yacht Victoria and Albert was inspected July 22 last and passed out of dockyard hands ready for commission. Her keel was laid December 15, 1897, and the vessel has therefore been over three and a half years under construction. The entire new crew of the old Victoria and Albert will be transferred to the new yacht.

Will Farm Out the Arsenal.

A wave of reform has struck the Spanish navy. Besides striking off the list over one-half of the ships as useless for active service, and selling such as are unfit for anything, it is contemplated

to farm out the arsenal; that is to say, to turn the latter over to private firms which will undertake to build and repair ships for the government.

Shipping Notes.

The transport Sheridan was due to sail from San Francisco on August 31st.

The bark St. Katherine sailed from San Francisco for Hilo on August 25.

General Frederick D. Grant, U. S. A., will be a passenger on the transport Sheridan for Manila.

The Iwaland did not get off in time Tuesday, owing to the bursting of a condenser tube. She left at 8 o'clock.

The steamer Mariposa was due to leave San Francisco on the 31st day of August at 2 p. m. She is due here on Friday.

The steamship Oregonian may arrive here next Monday with a cargo of 3000 tons from New York and San Francisco.

The ship General Fairchild, which arrived at San Francisco from this port in ballast, is undergoing a general overhauling.

The British ship Langdale, from London for Honolulu, was spoken August 14th, when fifteen days out in latitude 31 north, longitude 19 west.

The Hongkong Maru arrived in San Francisco on August 26th, after a trip of five days and sixteen hours and eighteen minutes. The Mariposa, which sailed three hours later made the trip in six days and eleven hours and forty-five minutes.

The transport Sheridan was scheduled to sail from San Francisco for Manila via Honolulu on August 31. The Warren will follow the Sheridan, but no date had been set. She will carry several hundred school teachers. The Sumner at present in dry dock, will remain at San Francisco for several weeks longer.

On August 25th twenty-three sailing vessels and steamers, engaged in island trade, were in San Francisco. Most of them were tied up owing to the strike. The schooner Mary E. Foster and the Coronado were the only ones with sailing dates set. These two were billed for the 31st and the 29th of August, respectively.

Purser Ferguson of the steamer Mikahala, which came in yesterday morning, reports the following sugar left on Kauai K. S. M., 24 bags; V. K., 4 bags, Mack, 1150 bags; and G. R., 696 bags, making a total of 1844 bags. He further reports the schooner Slade discharging at Elele, and that there has been a severe blow in Waimea.

The Gaelic passed both the China and the Ventura, when she was three days out. She left San Francisco a day late, owing to the strike. She made the run in six and one-half days. The China was passed at 7:22 and the Ventura at 9:18. They were about fifty miles apart, so this shows that the Ventura was gaining slightly on the China, as they left Honolulu about four hours apart.

Among the sugar fleet the schooner H. C. Wright made the best run from these islands to San Francisco. She came from Hana to San Francisco in twenty-four days. The bark H. F. Slade came from Lahaina in twenty-six days, the new schooner Minnie A. Caine from Mahukona in twenty-nine days, the bark Annie Johnson from Hilo in twenty-six days, and the bark Charles B. Kenney from Honolulu in thirty-three days.

The George E. Curtis, now expected every day, will bring 150 drums of gasoline for the Von Hamm Young Company. An interesting incident in connection with this order is the way it was shipped. The Von Hamm Young Company sent a man down to San Francisco to insure the shipment of the gasoline, but the teamsters absolutely refused to touch it. Consequently the whole shipment had to be rolled down Mission street by hand. This will break the gasoline famine, which has been expected here.

STEAMERS TO ARRIVE.

Name	From	Date
Doric-Yokohama		Sept. 6
Alameda-S. F.		Sept. 7
Hongkong Maru-S. F.		Sept. 11
Nippon Maru-Yokohama		Sept. 12
Sierra-Sydney		Sept. 17
Ventura-S. F.		Sept. 18
China-S. F.		Sept. 19
Peru-Yokohama		Sept. 21
Aorangi-Sydney		Sept. 25
Doric-S. F.		Sept. 27
Miwera-Victoria		Sept. 28
Alameda-S. F.		Sept. 28

STEAMERS TO DEPART.

Name	For	Date
Doric-S. F.		Sept. 6
Alameda-S. F.		Sept. 11
Hongkong Maru-Yokohama		Sept. 11
Nippon Maru-S. F.		Sept. 13
Ventura-Sydney		Sept. 17
Sierra-Sydney		Sept. 18
China-Yokohama		Sept. 19
Peru-S. F.		Sept. 21
Aorangi-Victoria		Sept. 25
Doric-Yokohama		Sept. 27
Miwera-Sydney		Sept. 28
Alameda-S. F.		Oct. 2

BY AUTHORITY.**NOTICE TO TAXPAYERS.**

The Taxpayers are hereby notified that the Property Taxes for 1901 are now due and payable to the Deputy Assessors of the several districts, at the times and places mentioned in the notices posted throughout the districts. Section 29, Act 51, Session Laws 1896—"If any Property Tax shall remain unpaid after the 15th day of November in any year 10 per cent of the amount of such Taxes shall be added by the Assessor to the amount of such Taxes at said date, and shall become and be collected as part of such Taxes."

All Property Taxes not paid by November 15th will be delinquent. The Delinquent List will be published after December 1st, 1901.

JAMES W. PRATT,
Assessor, 1st Division, Island of Oahu.
Sept. 1st, 1901. 5953

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Br. cable str. Britannia, Leach, Panning Island, September 3.
U. S. tug Iroquois, Pond.

MERCHANTMEN.

(This list does not include coasters.)
Abbey Palmer, Am. bk., Johnson, Newcastle, August 31.
Alice Cooke, Am. schr., Penhallow, Port Gamble, August 23.
Ariel, Am. schr., Slater, Tacoma, September 3.
Foong Suey, Am. bk., Willett, New York, August 26.
F. S. Redfield, Am. sp., Jorgenson, Port Ludlow, August 10.
Henry Villard, Am. sp., Lewis, Seattle, August 10.
Kaulani, Am. bk., Dubel, San Francisco, August 12.
Olympic, Am. bk., Gibbs, San Francisco, September 3.
Reporter, Am. schr., Dalhoff, Eureka, August 26.
Santa, Br. bk., Stroppar, Junin, Chile, August 31.
S. C. Allen, Am. bk., Johnson, San Francisco, July 19.
S. D. Carleton, Am. sp., Amesbury, Tacoma, August 26.
Werra, Ger. bk., Brunings, Bremen, August 25.
Wm. H. Smith, Colley, Tacoma, August 18.

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